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DEPARTURE OF THE "WINDWARD."

The Peary Arctic steamer *Windward* will go into commission July 7 for the expedition of 1902 at her pier near the Erie station in Jersey City, and by dawn next day will be under way *via* Long Island Sound for the Far North. The *Windward* will come down under her own steam from Newburgh, N. Y., where for the last two months she has been receiving new equipment of boilers and machinery. The ceremony of transfer from the contractor to the Club will be very simple. The stars and stripes having been displayed for the first time at the peak, under the special act of Congress signed by the late President McKinley, allowing an American registry to the *Windward*, little Marie Peary, daughter of the explorer, and the most northern-born child in the world, will hoist to the foretruck the Club pennant, designed by herself, and also displayed for the first time. The emblem is simple, yet effective and appropriate, with two long, narrow red stripes, each bordered on the inside by white; a triangular blue field bears the white initials "P. A. C.," the combination introducing the national colours in strong yet legible combination, which can be read a long distance. The *Windward*, since her arrival in New York three months ago, has been completely changed, and will go north as a full-powered, completely-equipped, and thoroughly-commodious ship for Arctic work. To admit the new and powerful boiler, once in the *Vigilancia*, wrecked on the Cuban coast, the mainmast has been completely removed, giving the ship the nondescript rig of square sails on the foremast and a fore-and-aft spanker and topsail on the mizzen. Across the deck just forward of the poop has been built a house which has five commodious staterooms, three of which on the starboard side will be occupied by Mr. and Mrs. Peary. In the centre of the house is a large messroom or saloon, with the cook and his galley adjoining on the port side, while the roof of the house serves as a bridge for the navigating officer. The new engine is a "steeple compound," all parts being made exceptionally strong for work in the ice, with every modern improvement, and is expected to give a speed of from seven to eight knots, equal to that of the fastest of the Newfoundland sealing fleet, and nearly three times that possible with the discarded boiler and engine. The *Windward* will coal at Sydney, C. B., and proceed north through

the Straits of Belle Isle, touching at Godhavn, and possibly at Upernavik, and should, with all favourable circumstances, reach Peary's headquarters and him about August 1.

The members of the Peary Arctic Club and many guests have visited the *Windward*, inspecting with much interest the quarters which Mrs. Peary and Miss Peary will occupy on their northern voyage, and much more, the little cabin, in which they spent eight long months, imprisoned in the ice at Payer Harbour. The little stateroom was also the home of Lieut. Peary, Jackson, and Lieut. Armitage, much smaller than the ordinary stateroom of an ocean liner. It was also the home of Mr. Jackson on his voyage to and from Franz Josef Land, and in it Dr. Nansen made his return from his arduous and adventurous Arctic voyage. While the *Windward* cabin is cramped, almost of diminutive proportions, a semi-circular table in front of a transom of cushion, it will accommodate by careful packing half-a-dozen people, but, of course, those on the inside are unable to move until those nearer the ends of the semi-circle make room for them. Four people will fill the cabin, while six crowd uncomfortably.

The little ship takes, besides the customary stores and supplies, a large amount of material for the Eskimos, presents from Mr. Peary in recognition of their faithful work, and scientific instruments with which to carry on deep sea work, and, in many respects, is better appointed and more completely equipped than any ship which has ever gone to the North.

The *Windward*, a 320-ton barque, is the most interesting and historic of all the Arctic craft now afloat. Built at Sunderland, England, in 1865, it was for more than a quarter of a century employed in the Dundee and Peterhead whale fisheries. Purchased in 1894 by Alfred C. Harmsworth, she took the Jackson-Harmsworth Expedition to Franz Josef Land, being imprisoned in the ice near Cape Flora for the winter.

The *Windward*, commanded by Capt. John Bartlett, sailed from New York for the North July 3, 1898; parted company with her consort, the *Hope*, Capt. Samuel W. Bartlett, for Etah, North Greenland, August 12, and spent the following winter fast in the ice of Allman Bay, breaking out early in August, 1899, and joining the *Diana*, the auxiliary ship, at Etah, August 12, and returning to Brigus, N. F. Extensive repairs were made to the hull and machinery early in the spring of 1900; and July 20, commanded by Capt. Samuel W. Bartlett, the *Windward* sailed from Sydney, with Mrs. Peary and her daughter on board, for the North, and, except a report from

Godhavn, August 15, nothing further was heard from her until the arrival of the *Erik*, the auxiliary ship of 1901, at Etah, August 4.

The *Windward* had spent the eight months, from September to July, fast in the ice of Payer Harbour, near Cape Sabine. At the end of the season the ship started on her return, practically under sail, and making no more than three knots, the utmost her engines could do. She wintered at Brigus, and arrived at New York March 26.

The departure of the *Windward* seems to be a proper occasion for a brief statement concerning the Peary Arctic Club, which has sustained Mr. Peary during the five years' expeditions, and which, when the subscriptions originally pledged had been all paid and expended, renewed its promise to support him and the work to the end. The Peary Arctic Club is made up of subscribers secured by Mr. Peary just before his departure in 1898, and was organized in January, 1899. Peary's original idea was to associate twenty-five men who would pledge to him and to each other four annual contributions of \$1,000 each, thus insuring a working capital for four years of his enterprise of \$100,000. His departure was, however, compelled, before the full number was secured, and the Club as organized in January, 1899, was: President, Morris K. Jesup; Vice-President, Frederick E. Hyde, M.D.; Treasurer, Henry W. Cannon; Secretary, Herbert L. Bridgman, who, with the late James M. Constable, Messrs. James J. Hill, E. C. Benedict, H. H. Benedict, H. Hayden Sands, E. W. Bliss, and the late President Charles P. Daly, of the American Geographical Society, were constituted founders. Messrs. Jesup and Hill each contributed a double portion of the capital, and have generously renewed their full proportion for the fifth and present year. Messrs. Edward G. Wyckoff and Clarence F. Wyckoff, of Ithaca, N. Y., and Grant B. Schley, of New York, have also joined the Club, and Mr. Frederick Constable, since his father's death, has completed and continued his subscription. The Club has faithfully seconded at home all of Mr. Peary's efforts in the North; has sent the *Hope* in 1898, the *Diana* in 1899, and the *Erik* in 1901, the second and last of which communicated with him, spending nearly a month at Inglefield Gulf, and brought home complete journals and records and a large amount of valuable material rescued by him from Fort Conger, and brought 250 miles over the ice to Grinnell Land. The members of the Club have the most unqualified faith in Mr. Peary's ultimate success, and have undertaken the expensive outlay on the *Windward* this year with, perhaps, more enthusiasm than anything else in its history. They recognize the fact that Mr. Peary's

ample stores and the best dog foods, his thorough familiarity with the route from his Cape Sabine headquarters to Cape Hecla, the point of departure from the North American coast for the Pole, give him great advantage, and they confidently expect the return of the ship early in September with the explorer and the news of his complete success.

HERBERT L. BRIDGMAN.